

§ 23.29 Empty weight and corresponding center of gravity.

(a) The empty weight and corresponding center of gravity must be determined by weighing the airplane with—

- (1) Fixed ballast;
- (2) Unusable fuel determined under § 23.959; and
- (3) Full operating fluids, including—
 - (i) Oil;
 - (ii) Hydraulic fluid; and
 - (iii) Other fluids required for normal operation of airplane systems, except potable water, lavatory precharge water, and water intended for injection in the engines.

(b) The condition of the airplane at the time of determining empty weight must be one that is well defined and can be easily repeated.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; 30 FR 258, Jan. 9, 1965, as amended by Amdt. 23-21, 43 FR 2317, Jan. 16, 1978]

§ 23.31 Removable ballast.

Removable ballast may be used in showing compliance with the flight requirements of this subpart, if—

- (a) The place for carrying ballast is properly designed and installed, and is marked under § 23.1557; and
- (b) Instructions are included in the airplane flight manual, approved manual material, or markings and placards, for the proper placement of the removable ballast under each loading condition for which removable ballast is necessary.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; 30 FR 258, Jan. 9, 1965, as amended by Amdt. 23-13, 37 FR 20023, Sept. 23, 1972]

§ 23.33 Propeller speed and pitch limits.

(a) *General.* The propeller speed and pitch must be limited to values that will assure safe operation under normal operating conditions.

(b) *Propellers not controllable in flight.* For each propeller whose pitch cannot be controlled in flight—

- (1) During takeoff and initial climb at the all engine(s) operating climb speed specified in § 23.65, the propeller must limit the engine r.p.m., at full throttle or at maximum allowable takeoff manifold pressure, to a speed

not greater than the maximum allowable takeoff r.p.m.; and

- (2) During a closed throttle glide, at V_{NE} , the propeller may not cause an engine speed above 110 percent of maximum continuous speed.

(c) *Controllable pitch propellers without constant speed controls.* Each propeller that can be controlled in flight, but that does not have constant speed controls, must have a means to limit the pitch range so that—

- (1) The lowest possible pitch allows compliance with paragraph (b)(1) of this section; and
- (2) The highest possible pitch allows compliance with paragraph (b)(2) of this section.

(d) *Controllable pitch propellers with constant speed controls.* Each controllable pitch propeller with constant speed controls must have—

- (1) With the governor in operation, a means at the governor to limit the maximum engine speed to the maximum allowable takeoff r.p.m.; and

(2) With the governor inoperative, the propeller blades at the lowest possible pitch, with takeoff power, the airplane stationary, and no wind, either—

- (i) A means to limit the maximum engine speed to 103 percent of the maximum allowable takeoff r.p.m., or
- (ii) For an engine with an approved overspeed, a means to limit the maximum engine and propeller speed to not more than the maximum approved overspeed.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-45, 58 FR 42156, Aug. 6, 1993; Amdt. 23-50, 61 FR 5183, Feb. 9, 1996]

PERFORMANCE**§ 23.45 General.**

(a) Unless otherwise prescribed, the performance requirements of this part must be met for—

- (1) Still air and standard atmosphere; and
- (2) Ambient atmospheric conditions, for commuter category airplanes, for reciprocating engine-powered airplanes of more than 6,000 pounds maximum weight, and for turbine engine-powered airplanes.

(b) Performance data must be determined over not less than the following ranges of conditions—